

# ***BookletChart™***

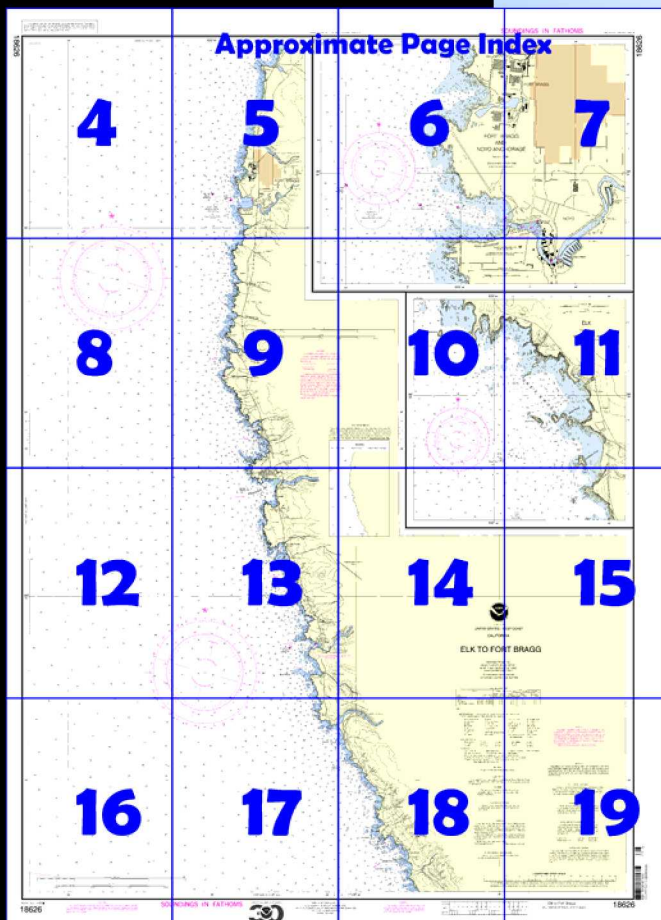
## ***Elk to Fort Bragg***

(NOAA Chart 18626)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



***Home Edition (not for sale)***



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

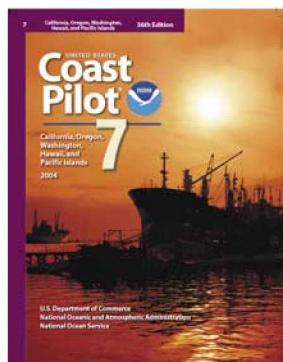
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 7, Chapter 8 excerpts]

(64) **Nose Rock**, 10.3 miles N of Point Arena and 0.7 mile offshore from Elk, is 24 feet high. **Casket Rock**, 700 yards NE of Nose Rock, is the outermost of three large rocks W of a 150-foot cliff fronting the village of **Elk**.

(65) **Cuffey Cove**, 11 miles N of Point Arena, is a small anchorage affording fair shelter in NW winds. **Cuffey Inlet**, just W of the cove, is an excellent anchorage for small boats in N and W weather. Caution is necessary to avoid the many covered

and visible rocks in the approaches to the cove and inlet. A small kelp-covered rock that uncovers lies near the center of the entrance to the inlet. (66) From Cuffey Cove for 3 miles to **Navarro River**, the coast consists of cliffs 200 feet high, bordered by outlying rocks. Although the mouth of the river is nearly always closed by a bar with only 1 or 2 feet of water

over it, the entrance has fair shelter from NW winds. **Navarro Head**, 405 feet high, is on the N bank of the river.

Chart 18628

(67) **Salmon Point**, the S entrance point to **Whitesboro Cove**, 1.2 miles N of Navarro River, is a treeless cliff 109 feet high. Detached rocks extend W of the point for 0.2 mile, with **Bull Rock**, a covered ledge, usually showing a breaker 0.5 mile NW of the extremity of the point.

(69) The village of **Albion** is on both high banks of **Albion River**. Several small piers on the river serve the commercial and sport fishermen. Gasoline, diesel oil, water, ice, fishing supplies, and a launching ramp are available. The river is crossed by a fixed highway bridge that has a clearance of 118 feet, 0.1 mile above the mouth.

(72) **Stillwell Point**, 1.6 miles N of Albion Cove, is a bold, sharp 190-foot cliff. A 141-foot-high rocky islet lies close inshore on its NW side. A yellow slide is on the S face of Stillwell Point. **Colby Reef**, 0.5 mile offshore W of Stillwell Point, consists of a rocky patch covered 1½ fathoms.

(73) **Little River**, 19 miles N of Point Arena, offers shelter in the entrance cove. The reefs and rocks surrounding the cove are well marked by kelp, and a heavy undertow is felt when in the vicinity of the rocks. The NW shore of the cove is bluff, rocky, and bare of trees for over 0.5 mile. The entrance is marked by a bell buoy, but the channel narrows to 60 yards by covered rocks N of the inner visible rock. The beach area at Little River is a State Park.

(75) **Mendocino Bay**, 21 miles N of Point Arena, affords fair shelter in NW weather, but vessels are obliged to leave in S or W weather. In heavy SW gales the sea breaks clear across the entrance. A reef covered 3¼ fathoms extends 500 yards NW of the outermost visible rock.

(76) **Big River** enters in the NE part of Mendocino Bay. The town of **Mendocino** is on the N shore of the bay. Water is available.

(77) **Russian Gulch**, 2 miles N of Mendocino, is a small cove occasionally used as an anchorage by small craft with local knowledge as it affords excellent protection. A State Park is at the head of the cove. An important danger is a rock awash 400 yards NW of the S entrance point. A reef covered 1¼ fathoms extends 200 yards SE of the rock.

(78) **Point Cabrillo**, 3 miles N of the town of Mendocino and 24 miles N of Point Arena, is a flat-topped point 50 to 60 feet high terminating seaward in nearly vertical cliffs; numerous low rocks extend offshore over 200 yards, and the 30-fathom curve is barely 0.2 mile outside of them. The point is bare except for a few trees at the houses near the light.

(79) **Point Cabrillo Light** (39°20.9'N., 123°49.6'W.), 81 feet above the water, is shown from a 47-foot white octagonal frame tower on a dwelling on the point.

(81) **Caspar Anchorage**, a mile N of Point Cabrillo, is a small cove at the mouth of **Caspar Creek**. Fair shelter, except from W, is afforded, but the anchorage is constricted and seldom used. The village of **Caspar** is on the N bank of the creek near its mouth.

(83) **Noyo Anchorage**, 5 miles N of Point Cabrillo, affords fair shelter from N or S. The anchorage is limited to an area about 400 yards long and less than 200 yards wide, with depths of 3½ to 6½ fathoms. Buoys mark the entrance to the anchorage.

(84) **Noyo River** enters at the head of Noyo Anchorage. A jetty with a light on its outer end and fog signal 80 yards inshore is on the N side of the entrance, and a small jetty is on the S side of the entrance. In March 2000, a replacement bridge with a design clearance of 99 feet, was under construction about 0.2 mile above the mouth. The river above the first sharp bend affords excellent protection for small boats. A dredged channel leads between the jetties to **Noyo Basin**, about 0.6 mile above the entrance. In January-February 2002, the controlling depths were 1.2 feet (6.7 feet at midchannel) to Noyo Basin. Greater depths were available with local knowledge above the bridge. Depths of about 10 feet are reported in Noyo Basin. The basin is protected by a breakwater which is marked on its outer end by a light. The river channel is marked by

lights, a buoy, and a directional light. **Dolphin Cove** is about 0.5 mile above Noyo Basin. Overhead power cables crossing the river have a least clearance of 80 feet.



# Table of Selected Chart Notes

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water	
	feet	feet	feet	feet	
Albion (39°14'N/123°46'W)	5.8	5.1	1.1	-2.5	
Mendocino (39°18'N/123°48'W)	5.8	5.1	1.1	-2.5	
Fort Bragg Landing (39°27'N/123°49'W)	5.8	5.2	1.1	-2.5	

(598)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## PLANE COORDINATE GRID (based on NAD 1927)

California state grid, zone 2, is indicated by dashed ticks at 5,000 foot intervals.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Eureka, CA	KEC-82	162.40 MHz
Point Arena, CA	KIH-30	162.55 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, CA or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

## CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)      ◦ (Approximate location)

(2) Rocks that cover and uncover, with heights in feet above datum of sounding.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

## HORIZONTAL DATUM

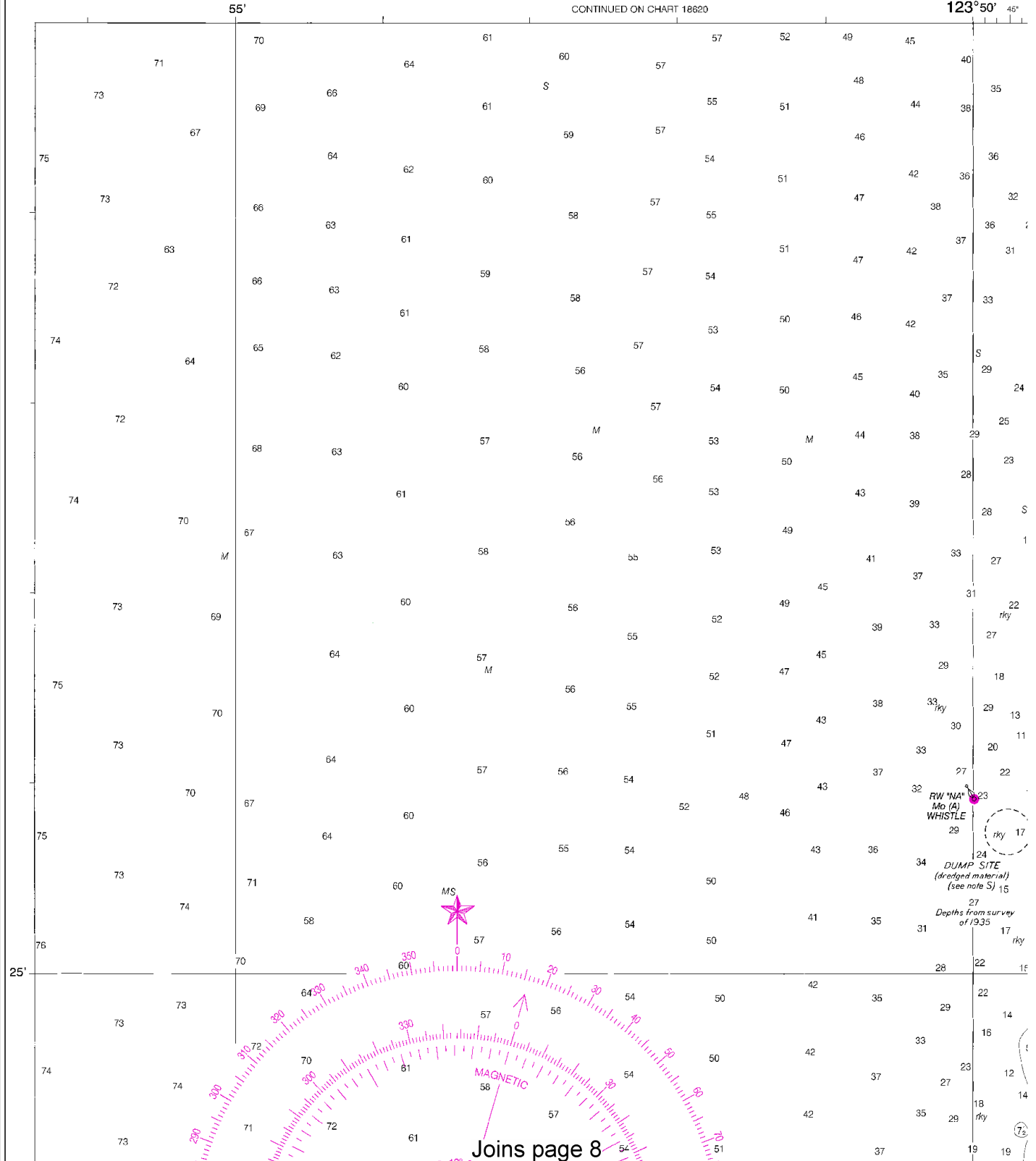
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.310" southward and 4.078" westward to agree with this chart.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

18626



4

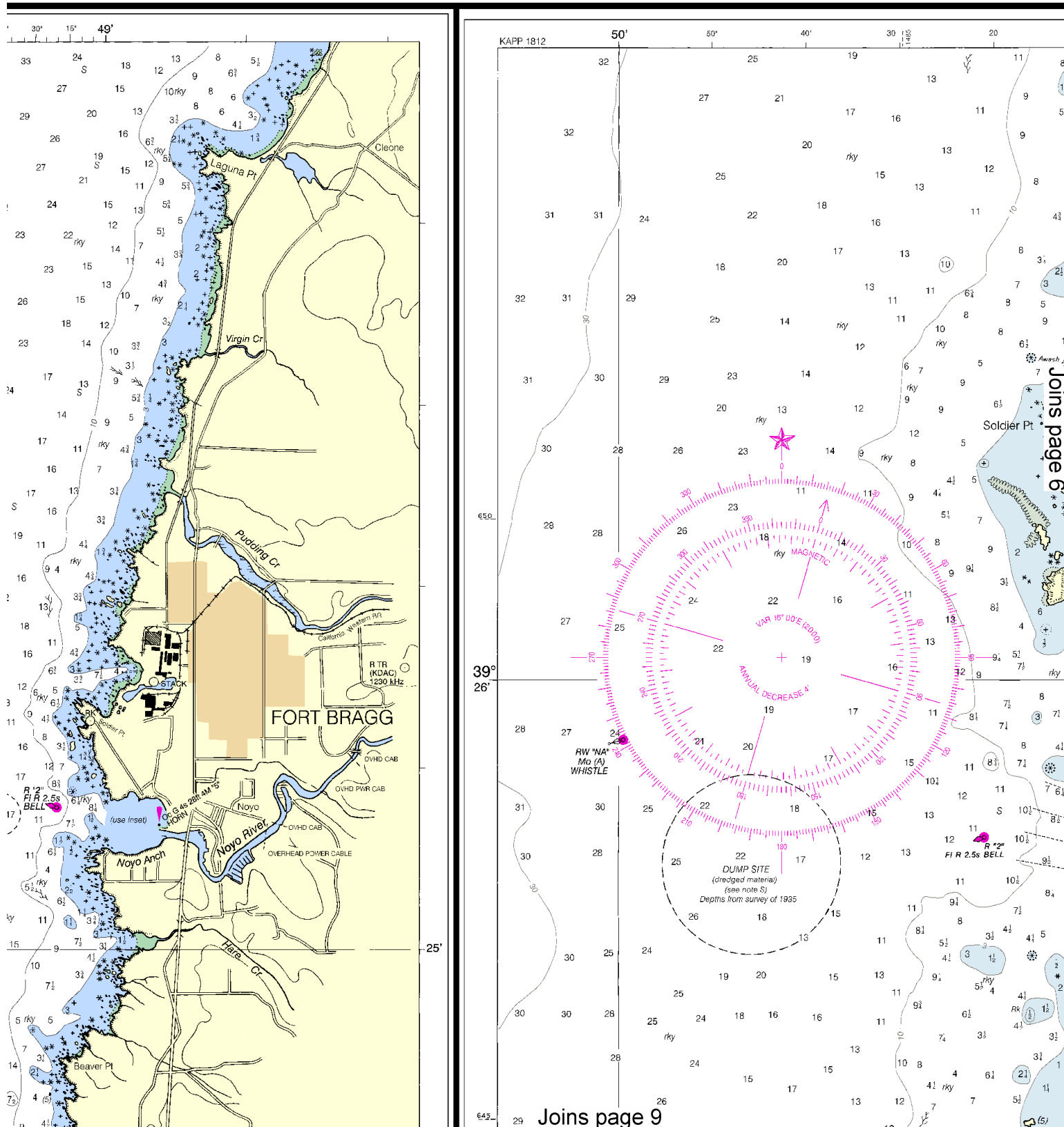


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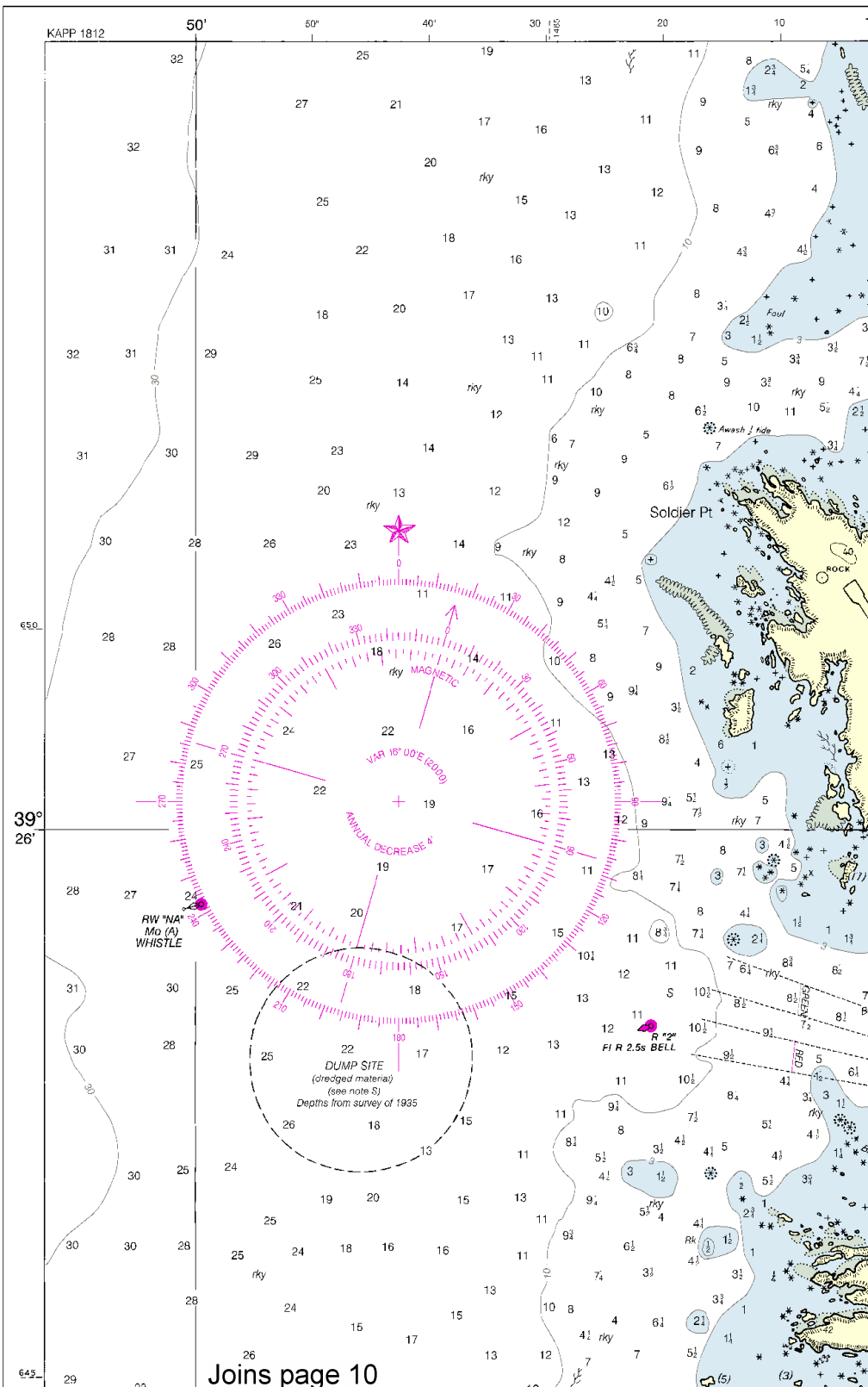
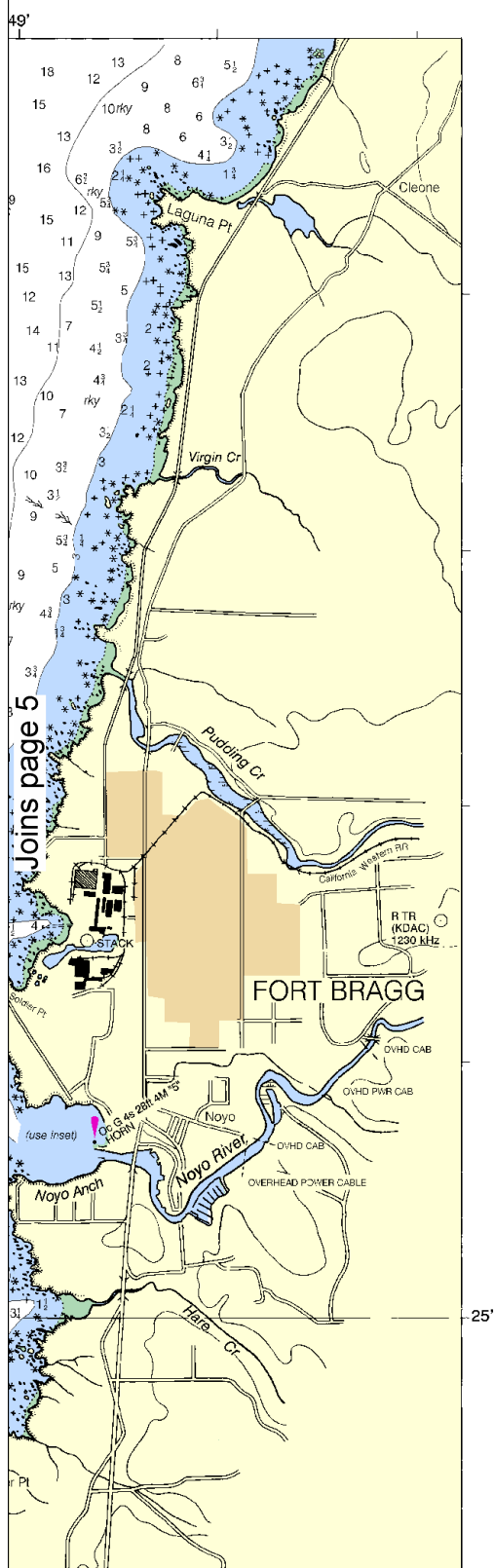
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See Note on page 5.





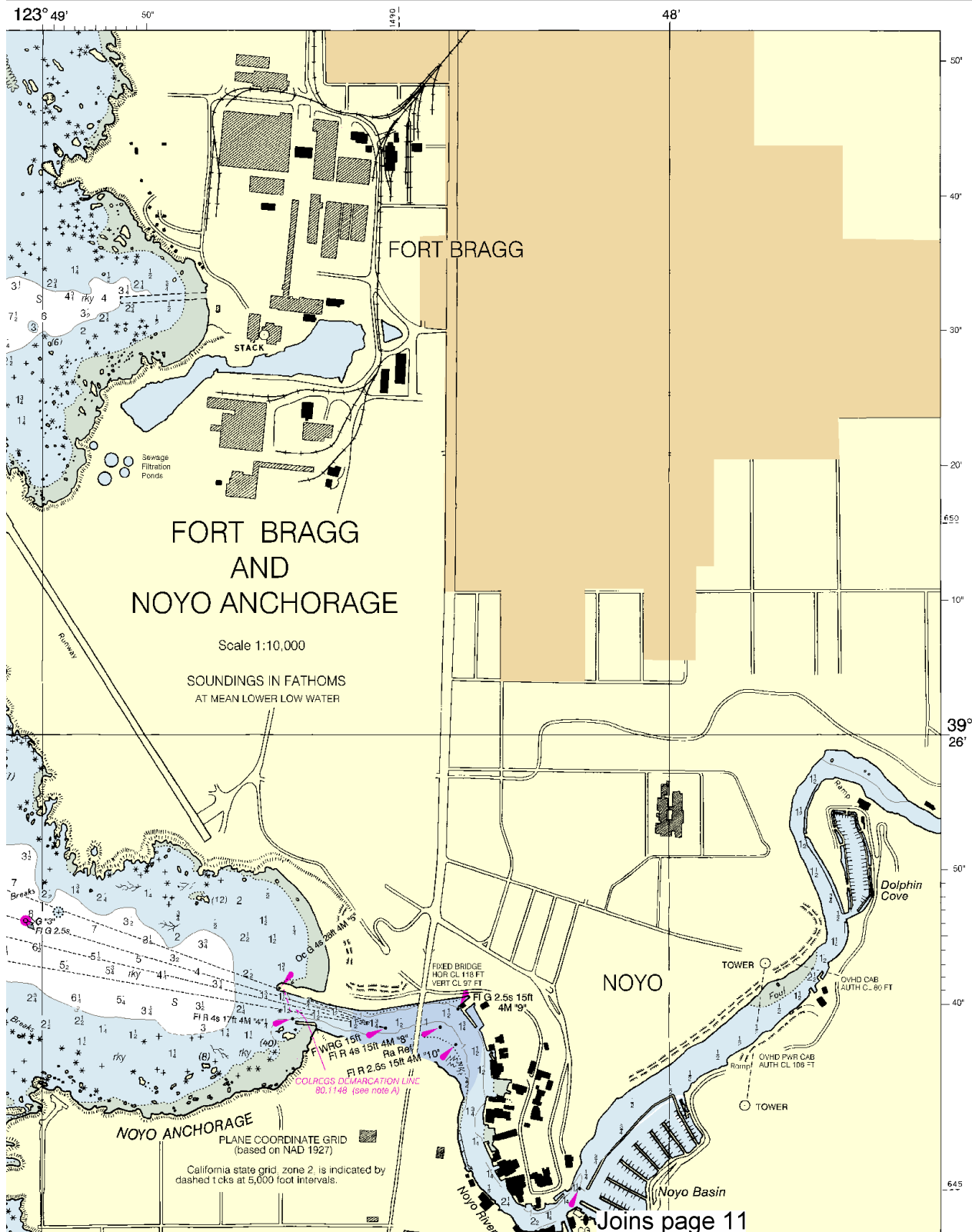
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



# SOUNDINGS IN FATHOMS

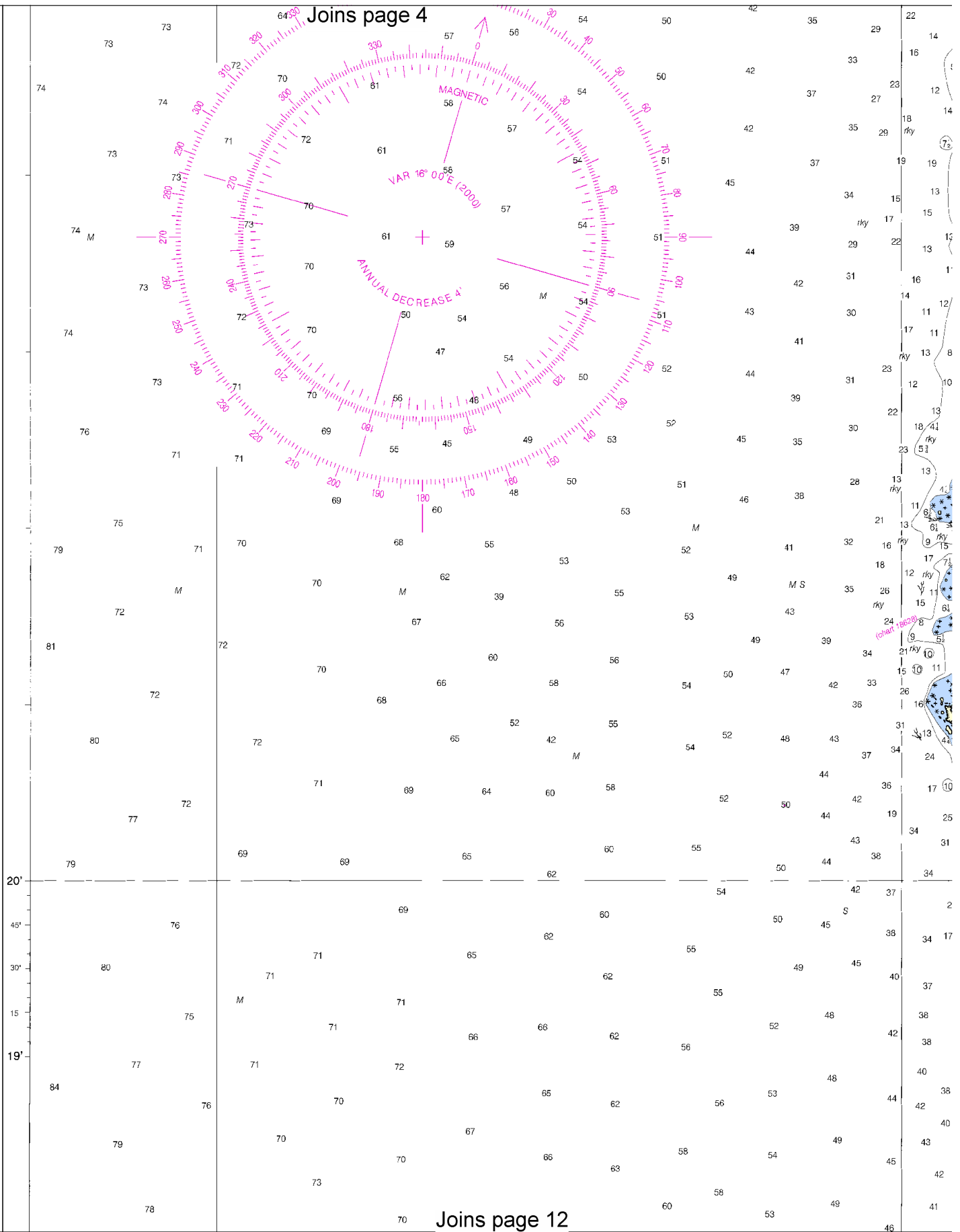
Nautical Chart Catalog No. 2, Panel N

18626



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4



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Printed at reduced scale.

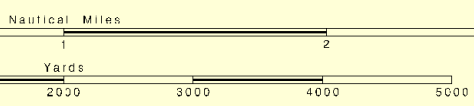
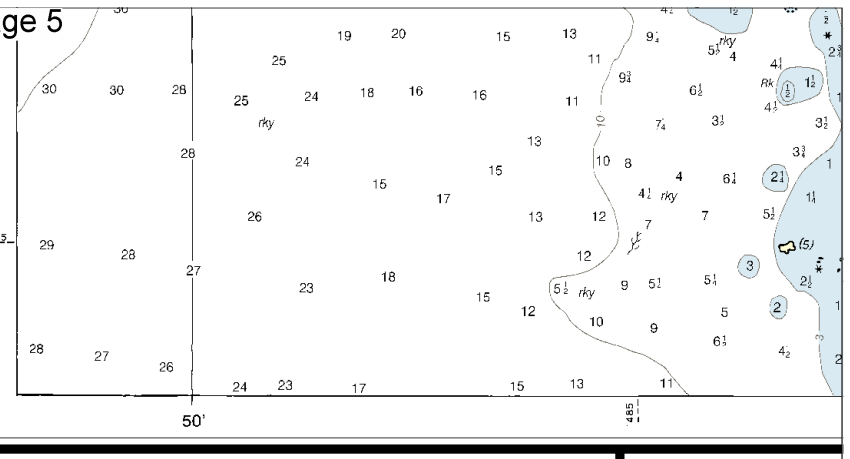
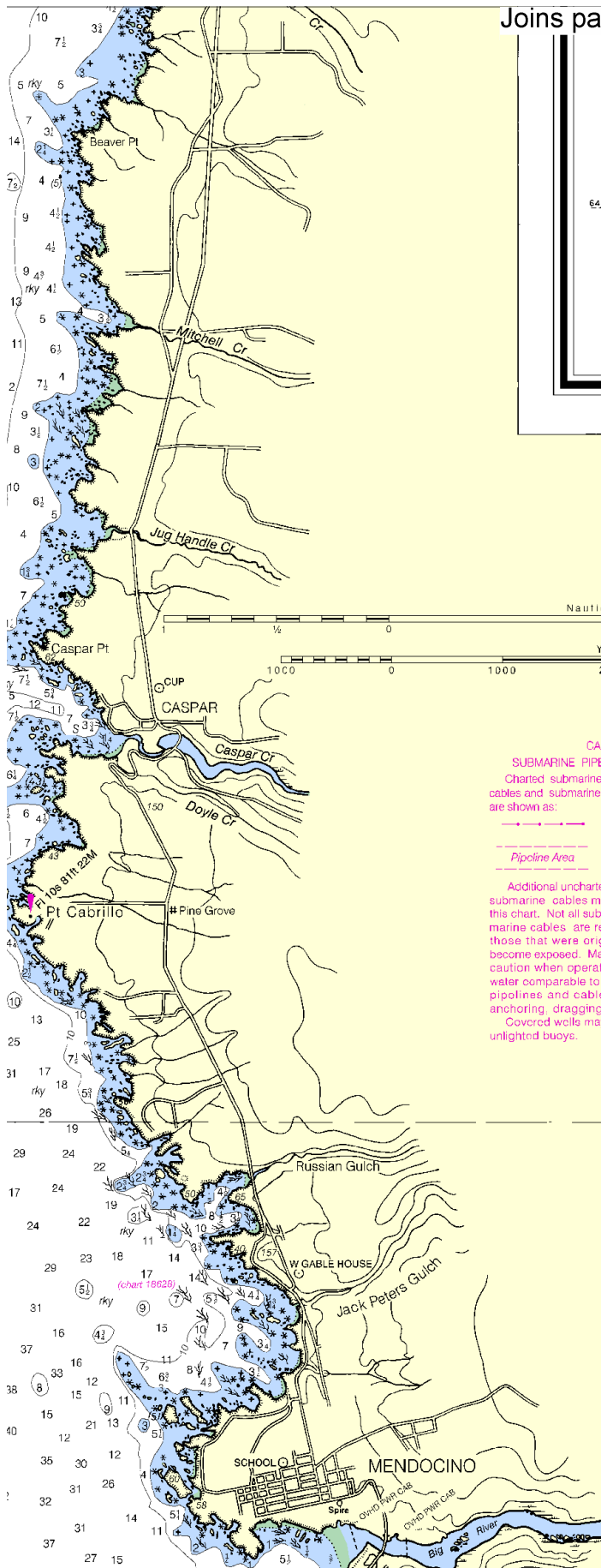
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Nautical Miles

See Note on page 5.





Joins page 5



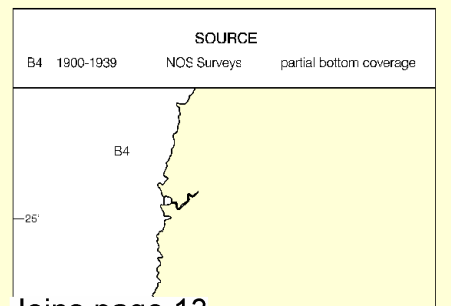
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
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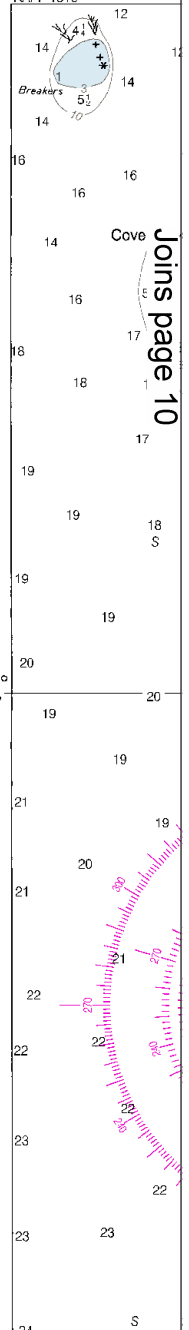
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

**SOURCE DIAGRAM**

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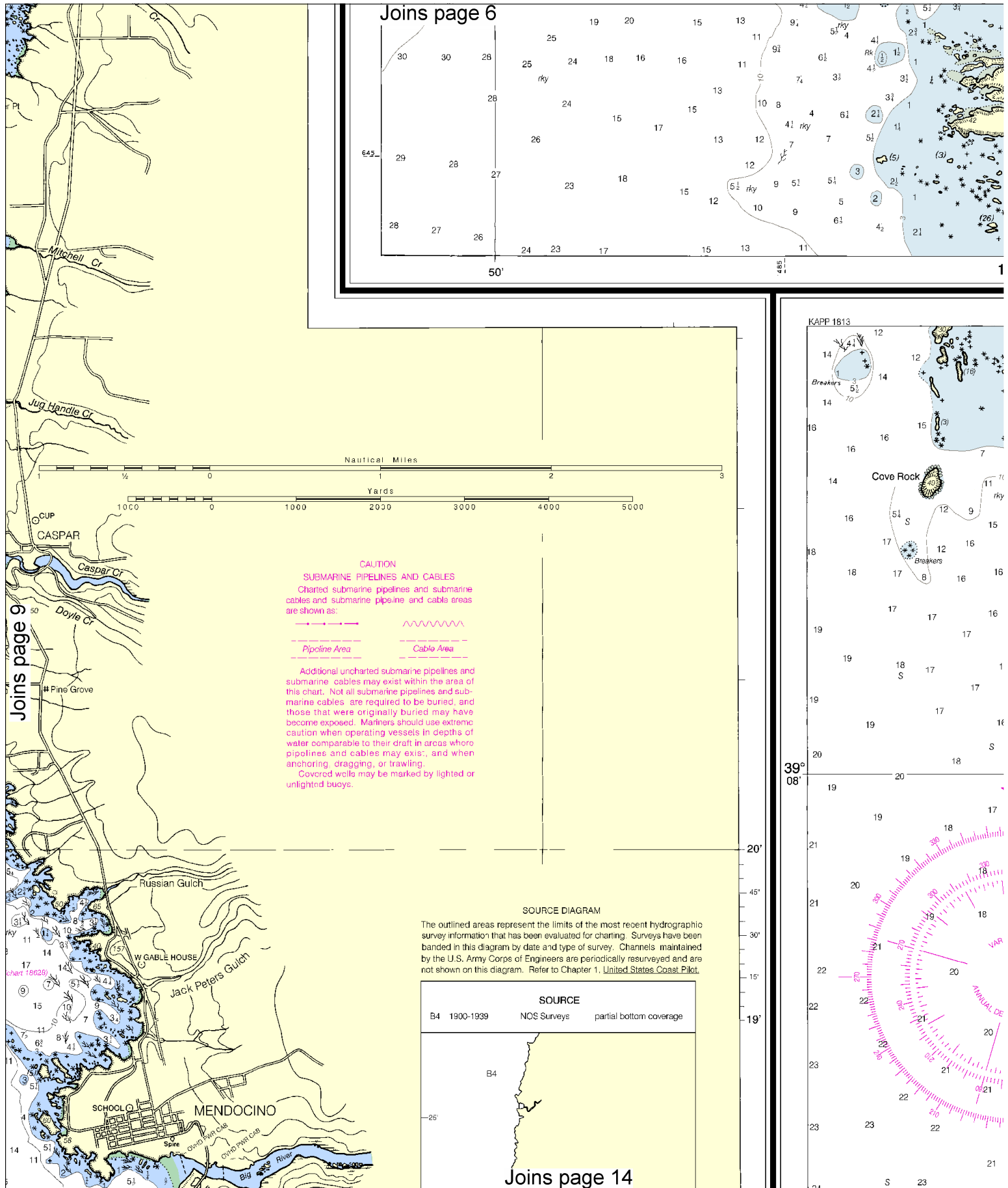


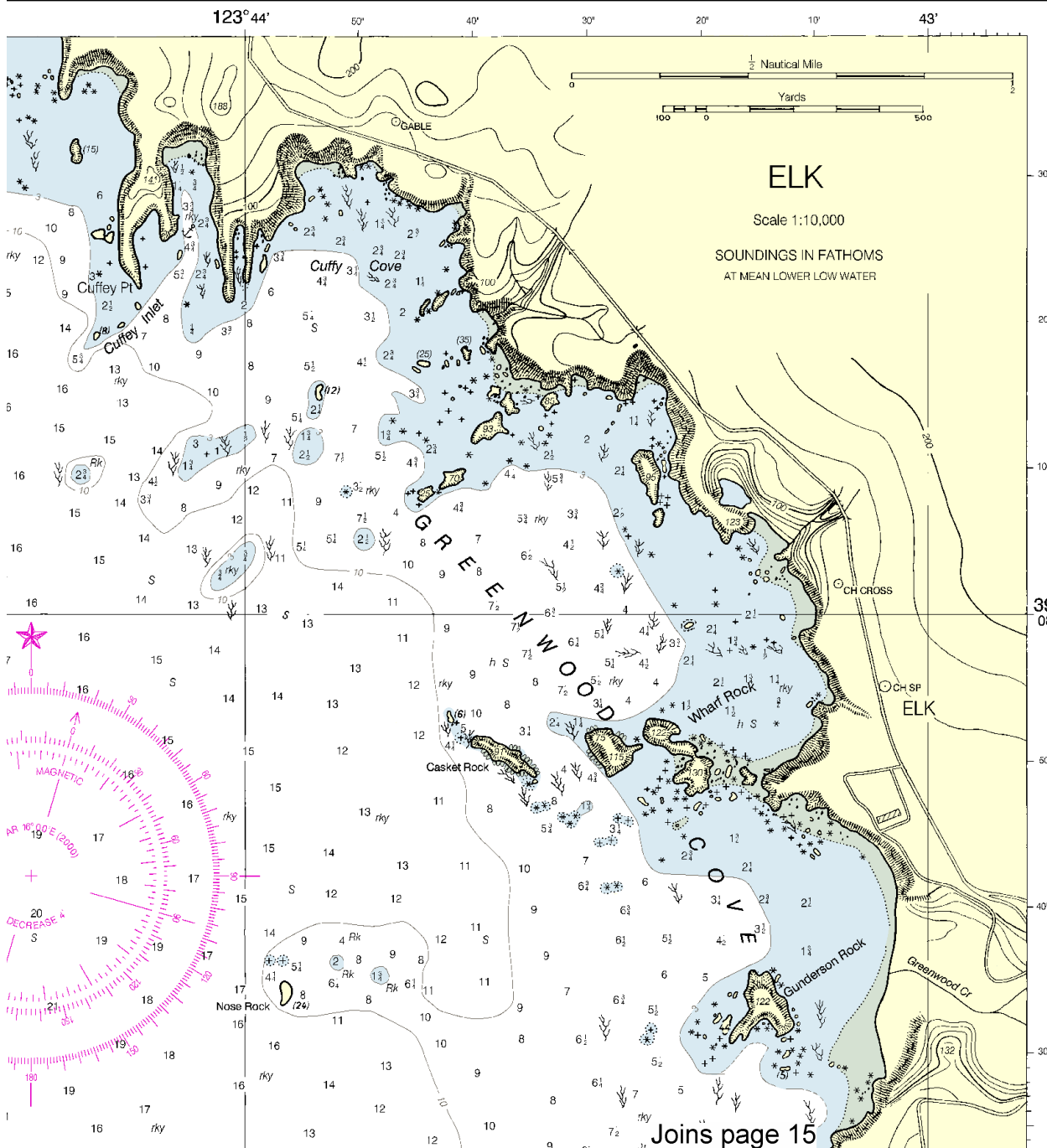
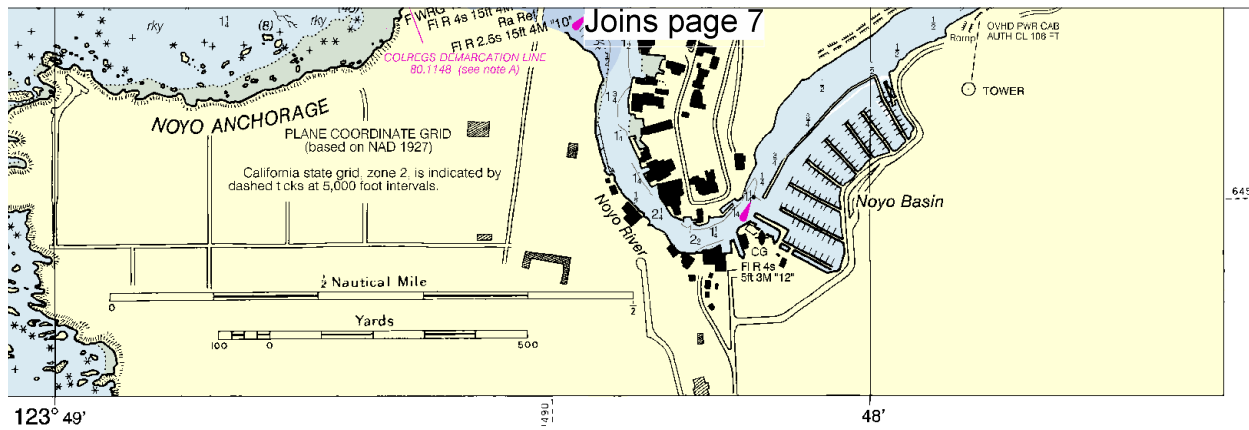
KAPP 1813



Joins page 10

Joins page 13





CONTINUED ON CHART 16820

39°  
15'

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12



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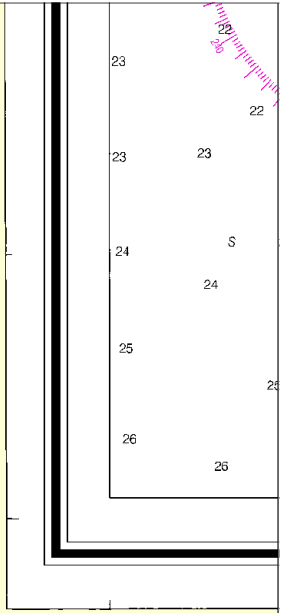
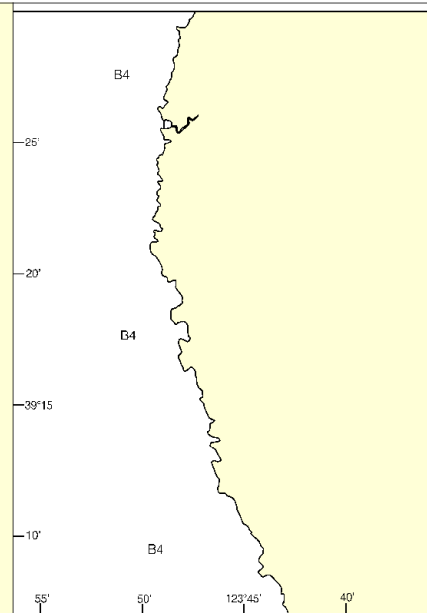
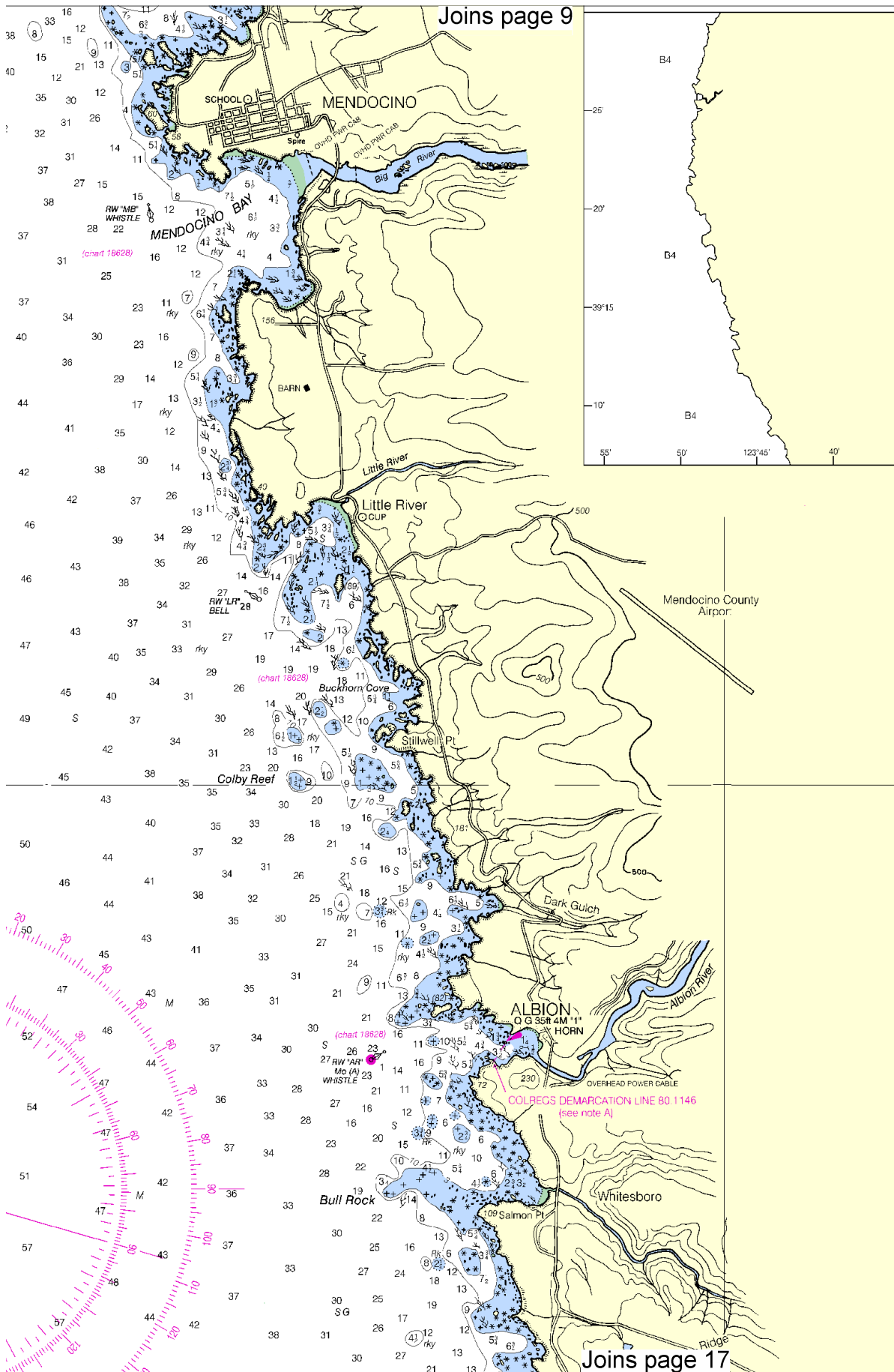
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Nautical Miles

See Note on page 5.



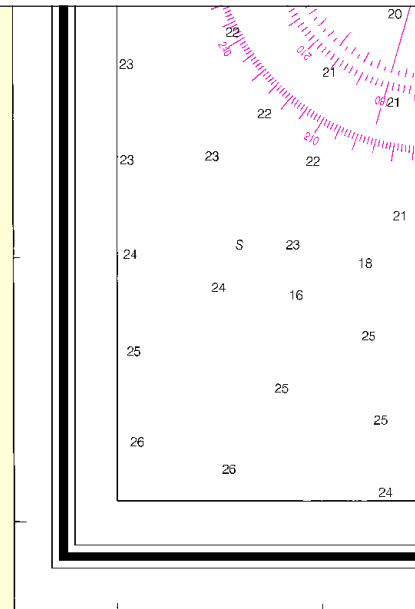
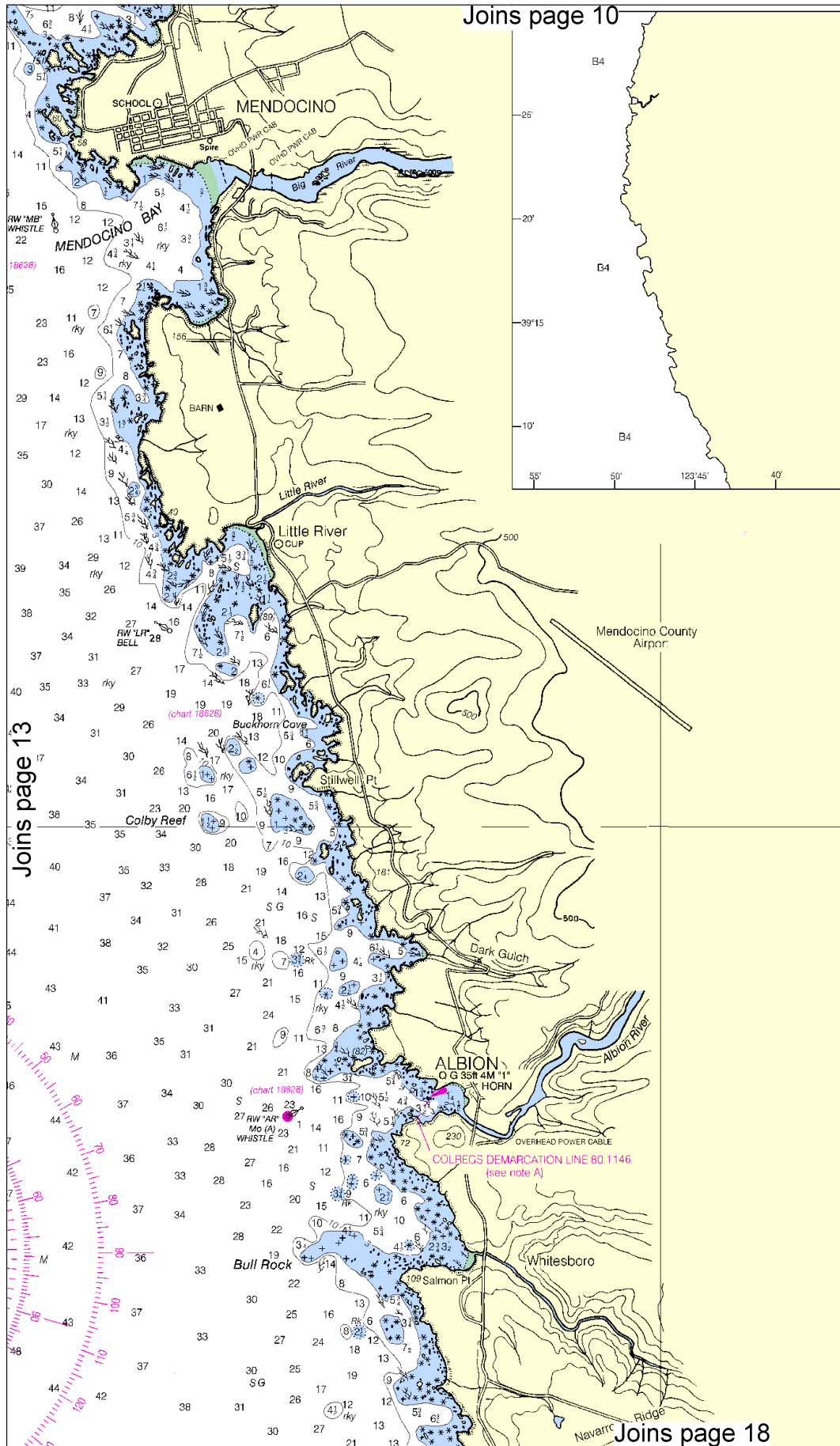


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14

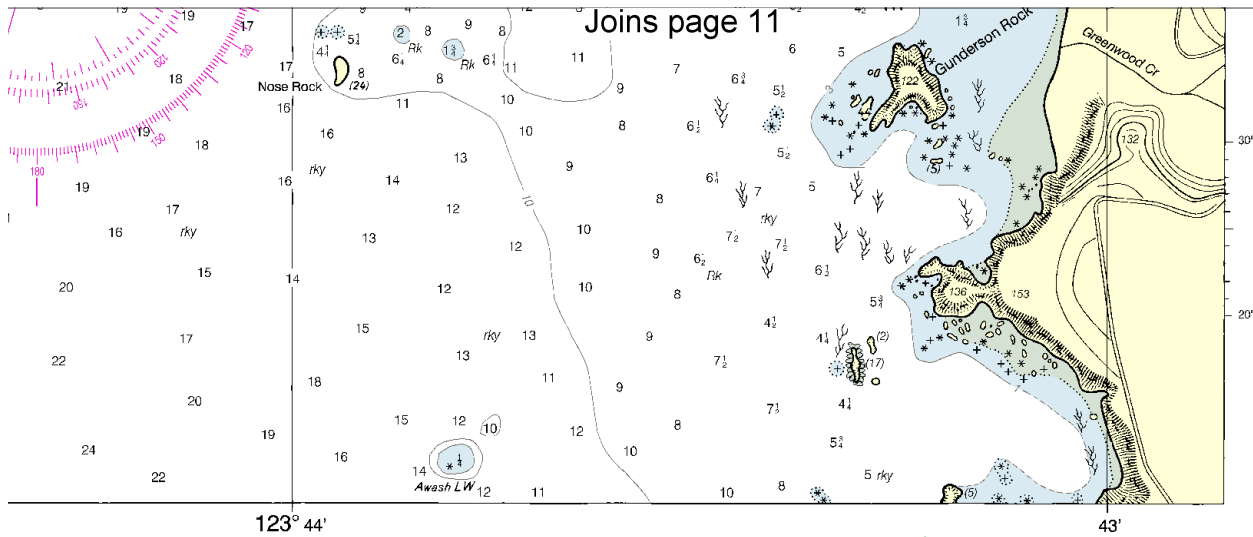


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SCALE 1:40,000  
Nautical Miles

See Note on page 5.





UNITED STATES - WEST COAST  
CALIFORNIA

## ELK TO FORT BRAGG

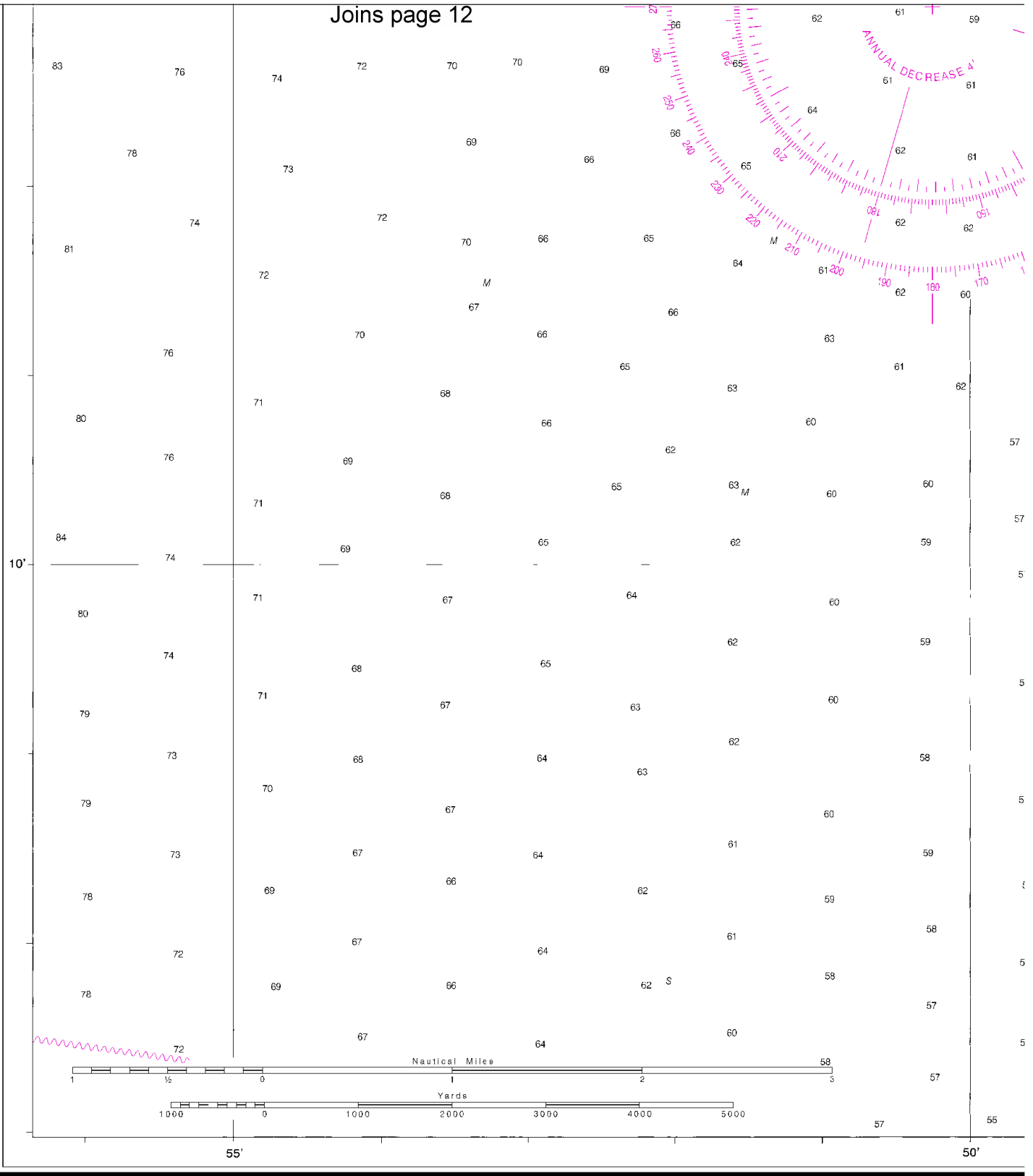
Mercator Projection  
Scale 1:40,000 at Lat. 39°19'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

### TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Albion	(39°14'N/123°46'W)	5.8	5.1	1.1	-2.5
Mendocino	(39°18'N/123°46'W)	5.8	5.1	1.1	-2.5
Fort Bragg Landing	(39°27'N/123°49'W)	5.8	5.2	1.1	-2.5

Joins page 19



15th Ed., Sept. 16/00

18626

CAUTION

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SOUNDINGS IN FATHOMS

16



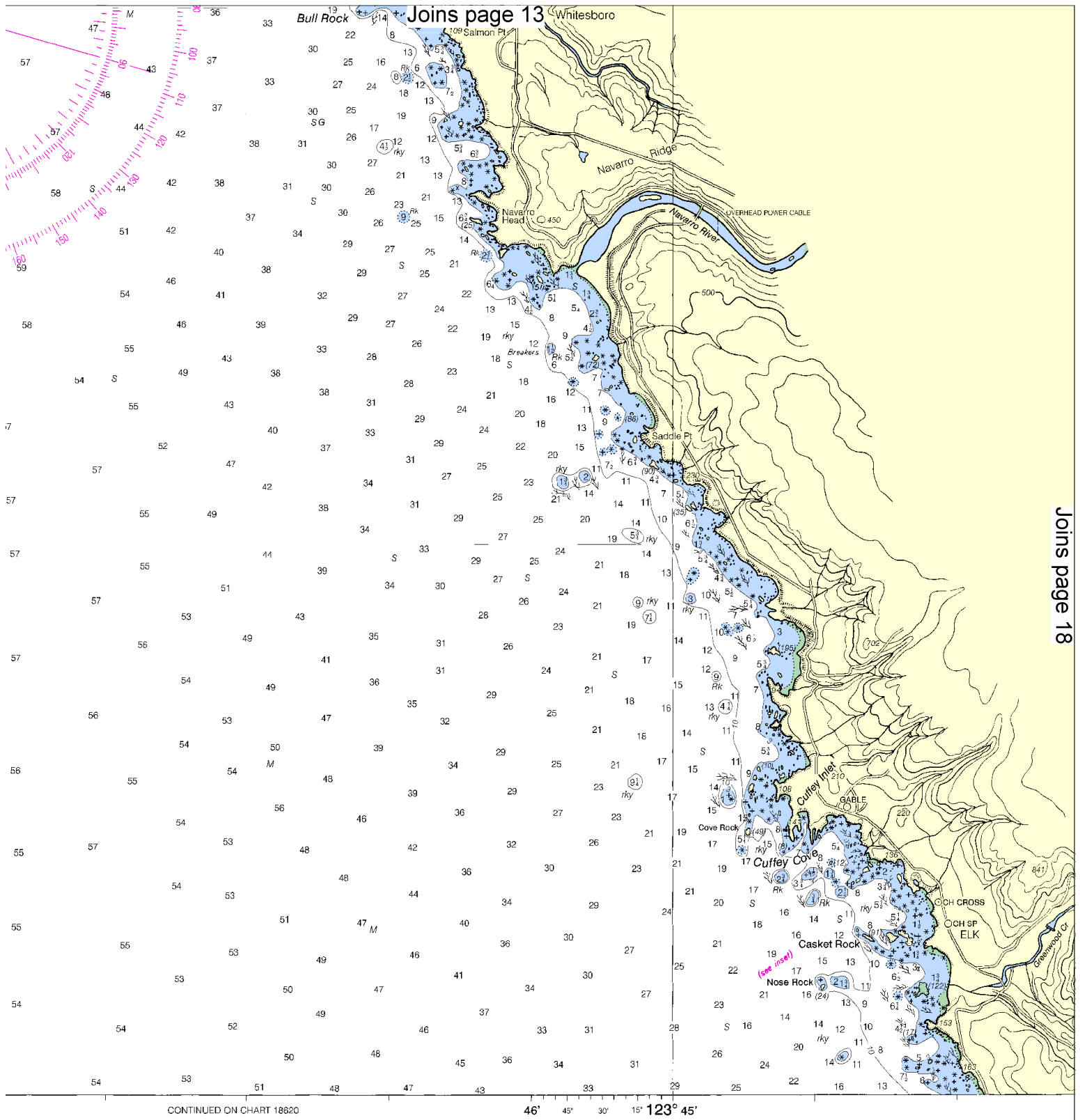
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







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**THOMS**

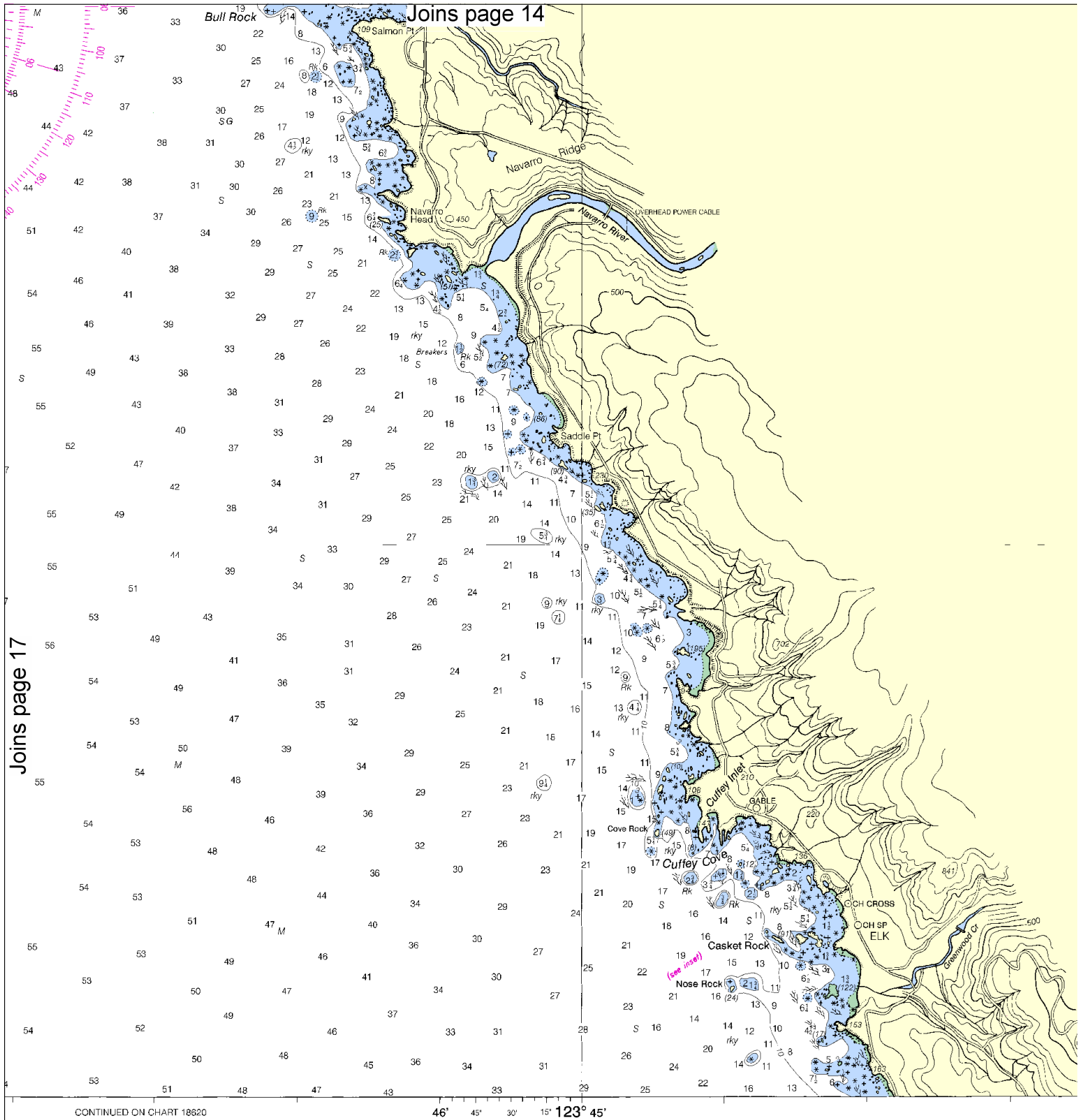
OUR SEAS AND OUR SKIES



OF EXCELLENCE AT NOAA

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



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FATHOMS	1
FEET	6
METERS	2



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Joins page 15

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Albion	(36°14'N/123°46'W)	feet 5.8	feet 5.1	feet 1.1	feet -2.5
Mendocino	(36°18'N/123°48'W)	5.8	5.1	1.1	-2.5
Fort Bragg Landing	(39°27'N/123°49'W)	5.8	5.2	1.1	-2.5

(598)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo mouse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mer marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oya oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.  
COLLEGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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CAUTION

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AIDS TO NAVIGATION

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CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Long Beach, CA or at the Office of the District Engineer, Corps of Engineers in San Francisco, California.

Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA VHF-FM WEATHER BROADCASTS

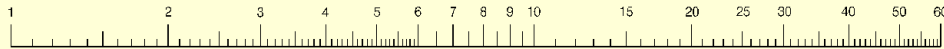
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Point Arena, CA	KIH-30	162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System: 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.310' southward and 4.078' westward to agree with this chart.

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

40'

10'

ED NO. 15

NSN 7642014011640  
NIMA REFERENCE NO. 18XHA18626

18626

Elk to Fort Bragg

SOUNDINGS IN FATHOMS - SCALE 1:40,000



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard Humboldt Bay** – 541-756-9210

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).